

Today's
Advertisements.THEATRE ROYAL,
CITY HALL.Mr. HENRY DALLAS'
COMIC OPERA SEASON.

TO-NIGHT,

and
TO-MORROW (WEDNESDAY),

TWO NIGHTS LONGER,

THE VERY LATEST MUSICAL

SUCCESS,

"FLORODORA."

NOW DRAWING CROWDED HOUSES

NIGHTLY AT THE

LYRIC THEATRE, LONDON.

FULL CHORUS.

AUGMENTED ORCHESTRA.

Musical Director—Mr. W. F. Vallance.

THURSDAY NEXT!

THURSDAY NEXT!

AND ON

FRIDAY

AND SATURDAY,

THREE NIGHTS ONLY,

THE CHARMING CHINESE OPERA

"SAN TOY."

"SAN TOY."

WHICH IS STILL RUNNING AT

DALY'S THEATRE, LONDON.

PLAN at ROBINSON PIANO CO.

Doors Open 8.30 P.M. Commence 9 P.M.

A Late Tram will run nightly during the

visit.
BERTRAM HERMANN,
Business Manager.

Hongkong, 12th March, 1901. [288c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.THE EIGHTEENTH ORDINARY GEN-
ERAL MEETING OF SHAREHOLD-
ERS in the Company will be held at the
COMPANY'S OFFICES, No. 14, Des Voeux Road,
Victoria, on SATURDAY, the 23rd March, 1901,
at Noon, for the purpose of receiving a State-
ment of Accounts and the Report of the General
Managers for the year ending 31st December,
1900, declaring a Dividend and electing a
Consulting Committee and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 18th to the 23rd
instant, both Days inclusive.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 12th March, 1901. [317c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW.
The Company's Steamship"THALES,"
Captain Robson, will be despatched for the
above Port on THURSDAY, the 14th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 12th March, 1901. [310c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.FOR MANILA.
The Company's New Steamship"DIAMANTE,"
Captain A. Ramsay, will be despatched as above,
on SATURDAY, the 16th instant, at 5 P.M.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light. A Doctor is carried.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 12th March, 1901. [314c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

The Steamship

"CATHERINE APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once.Cargo remaining on board after the 15th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 12th March, 1901. [1911c]

Today's
Advertisement.THE GREAT EASTERN AND CALE-
DONIAN GOLD MINING CO.,
LIMITED.SHAREHOLDERS in the above Company
are hereby requested to attend a PRIVATE
MEETING to be held in the COMPANY'S
OFFICE, No. 14, Des Voeux Road Central, on
SATURDAY, the 16th March, 1901, at Noon.
By Order of the Board of Directors,
Messrs. LUTGENS, EINSTMAN &
CO., General Agents.
Hongkong, 12th March, 1901. [316c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES
at 16, Queen's Road Central,
(R. HOUGHTON & Co.).
(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eye—the many years of
'Eye Strain' ending in serious forms of disease.
Glasses specially adapted in youth to those
requiring them save and preserve the sight.
Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE. [1451b]

WANTED.

THREE or FOUR LADS
to SELL the"HONGKONG
TELEGRAPH."LIBERAL COMMISSION
PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

NOW READY.

A PAMPHLET

ON
SOME SERIOUS LOCAL PROBLEMSAND
A FEW SUGGESTIONS FOR DEALING
WITH THEM.BRING A LECTURE DELIVERED
BEFORE

THE ODD VOLUMES SOCIETY

BY
Mr. H. E. POLLOCK,
Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 11th June, 1900.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A.—THORNE'S BLEND, White
Capsule \$10.80B.—WATSON'S GLENORCHY,
MELLOW BLEND, Blue
Capsule, with Name
and Trade Mark 10.80C.—WATSON'S ABELOUR-GLEN-
LIVET, Red Capsule,
with Name and Trade
Mark 12.00D.—WATSON'S H.K.D., BLEND
OF THE FINEST SCOTCH
MALE WHISKIES, Vio-
let Capsule 14.40E.—WATSON'S VERY OLD LI-
QUEUR SCOTCH WHISKY,
Gold Capsule 15.00THORNE'S BLEND and WATSON'S
GLENORCHY are high class. SodaWhiskies, of greater age than most
brands in the market.ABELOUR-GLENLIVET is a very old
Pent Whisky, (smoky) and could not
now be replaced in stock at the price.D. is well known for
its fine flavour.E. is of superb quality
and pronounced by lead-
ing local connoisseurs to
be the best brand in the
Hongkong Market.

A. S. WATSON & CO. LIMITED.

HONGKONG DISPENSARY

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 12, 1901.

NOTES AND COMMENTS.

A Military Grievance.

We have received a letter signed
"ATKINS" calling our attention to a small
grievance from which the men of the Royal
Welch appear to be suffering. We do not
publish the letter. It appears to be need-
lessly strongly worded, and to enter into
personal questions better avoided unless
absolutely unavoidable. We have no ob-
jection to plain language, and strong language,
where and when there is no other means of
getting things put right, but in this case,
it seems to us, to call attention to the griev-
ance will ensure its being at once removed.The men in the Mount Austin Barracks,
when going on duty to or from the City of
Victoria have to go up and down by road
and if they use the tram have to pay for the
ride out of their own pockets and this,
whether carrying arms and accoutrements,
blankets, bedding or anything else that has
to be carried up or down. Men going on
Guard and returning from Guard are the
only persons for whom conveyance by tram
is provided free. Formerly this was not so,
and for the first eighteen months the Regi-
ment was in Hongkong travelling expenses
up and down, when on duty, were defrayed
out of some regimental fund, perhaps the
Canteen Fund, and as this fund is at
present, it is said, about £1,000 to the good,
there is no apparent reason why there should
have been any change.The above written paragraph embodies the
grievance of the complaint sent to us. The
rest of the letter is taken up with a discussion
of the writer's reason for appealing for relief
through the Press and not regimentally. We
accept these reasons as good and do not
think a man a cur, or a yelping dog, or a
midnight assassin for making public a com-
plaint of this kind. The public are as much
interested in having the matter put right as
the soldier.The main object in sending men into
Barracks at the Peak is for the benefit of
their health. If all fatigue duties between
the town and the Mount Austin Barracks
have, during the hot weather and the wet
weather, to be carried on without the aid of
the tram and by the men themselves and not
by coolies, the men won't derive much benefit
from their residence at the Peak. The fatigue
of the journey up and down, especially
with a load, will try all but the strongest con-
stitutions, and noncommissioned officers and
men in the British Army are not yet sufficiently
well supplied with underclothing to enable
them to get into dry garments after every
journey.We commend the matter to the attention
of H.E. the Major General and make hold
to say that, while the European soldier
must be trained to move up and down our
hill roads under arms and to endure the
extremities of heat and wet when the neces-
sary requirements of the service demand it,
there is a medium in all things and that
fatigue duties should, during the summer
months, certainly be made as light as
possible, should, as far as possible, be
performed by coolies, and where the soldier
must needs himself perform them that the
tram should be made as much use of as
possible, and the soldier's fare up and down
be paid, if not by the Government, out of
regimental funds. Considerable discretion
must always be vested in the hands of the
Commanding Officers of Regiments and
Corps, but it is the duty of the General
Officer Commanding to see for himself that
discretion is wisely exercised. It is a false
economy to save tram fares and use up or
harm to invalid good soldiers. Tommy
costs too much and has proved himself too
valuable to be expended, in peace time, in
fatigue duties.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE UNITED STATES AND
CHINA.

LONDON, March 10th.

The United States, in an identical note to
the Powers, declare that they deem it in-
expedient for the Chinese Government to make
an independent arrangement with any foreign
power while peace negotiations are progress-
ing in Peking.

Great Fire in Peking.

PART OF SUMMER PALACE BURNED.
THOUSAND YEARS' TEMPLE, WITH GREAT
BUDDHA, DESTROYED.There was a huge conflagration last night at
the Summer Palace, Yuan-ming-yuan, at the
foot of the Western Hills, five miles north-
west from the Peking city wall. The celebra-
ted Temple of One Thousand Years, which
contained a colossal image of Buddha, is com-
pletely destroyed.The place was guarded formerly by Russians,
and latterly by British and other troops of the
Allied Forces, but the Temple was not occu-
pied and it is not known how the fire originated.
Boxer incendiarism is suspected.

The Price of Peace.

ALL NOW SETTLED EXCEPT THE INDEMNITY.
CHINESE GOVERNMENT AT ITS WITS'
END TO PAY THE MONEY.PEKING, 4th March.
The Foreign Ministers are now well disposed
to see that all the requirements as to punish-
ing the leaders of the late rising, etc., are met
or in a fair way of being met, and the question
of indemnity can now be discussed.On this question there is a difficulty which
seems insuperable. Whatever the amount may
be, China has no means of raising any large
sum except by foreign loan, and loans are dif-
ficult to raise now. The peace plenipotentiaries
at present profess absolute inability to find a
solution of the difficulty.

Imperial Decree.

(By Telegram from Hui An, 2nd March.)

A decree of 1700 characters containing the
names of men who fell in battle fighting at the
time of the arrival of the foreign troops at Pek-
ing, also of those who committed suicide with
or without their families on the fall of Peking.
Among these appear a vast number of women
who equally with the men are granted
posthumous honours and their heirs, if any, are
to have official rank in recognition of their
parent's patriotism.—Mercury.

WEATHER REPORT.

The Observatory report says—

On the 12th at 11.55 a.m. the barometer has
risen on the China coast, and over Japan. High
pressure over China, and the depression has
passed to the E. of Japan. Gradients moderate
with fresh strong monsoon on the coast, and
in the N. part of the China Sea. Forecast—
Strong or fresh N.E. winds; probably some
rain.

LOCAL AND GENERAL.

We have received from the Commissioner of
Chinese Customs the Custom Gazette for
October-December, 1900.Mr. Julian Arnold, a son of Sir Edwin Arnold,
has been sent to prison for ten years on a con-
viction of embezzlement. He was captured in
California.DURING the week ended 9th March the follow-
ing cases of communicable disease were re-
ported:—Bubonic Plague 14 cases 15 deaths;
Small-pox 2 cases, 1 death.A FANCY DRESS BALL was given at the Masonic
Hall Shanghai on the 4th inst. by the members
of the Engineer's Institute of that place. The
hall was tastefully decorated for the occasion,
and this with the pretty, fancy costumes worn
by the ladies and gentlemen made the affair a
great success.ANOTHER Somali lad has been devoured at
Aden by a shark while diving for the amuse-
ment of passengers. The P. and O. steamer
India was lying in the outer harbour of Aden.
The unfortunate victim, who was only fifteen
years old, dived in the water after a coin. He
was immediately seized by a shark and dragged
down.THE 22nd Bombay Infantry and a portion of
the Asiatic Artillery marched out on Saturday
to Sai Kung in the New Territory. The troops
camped there during Sunday and marched
back to their quarters at Kowloon yesterday.
As the Sai Kung folk are credited with being
a rather untidy lot we hope that the sight of
such a large force of "molo" men will have a
good effect.A NEW industry is to be established on the
Pacific in the way of breeding horses for China.
The matter has been placed in the hands of the
Chinese consul at San Francisco, and he, it is
said, will select three places on the Pacific
coast where horses will be raised for the
Chinese trade. The whole enterprise will be
managed by Chinese. The farms will be run
by Chinese, with the exception of the overseer,
who will be an American. It is not known at
present where the locations will be, but China-
men on the Pacific coast are of the opinion that
one will be in Washington.THE Lancet comments on the custom of the
City police in refusing to summon a medical
man to examine a prisoner who denies being
drunk when charged unless he or she is able
to produce 7s. 6d. to pay the necessary fee.
The reason alleged is that the expense would
fall on the ratepayers; but the journal in ques-
tion opines that the real basis is the question
of saving trouble. The Lancet points out
that a person who faints in public may, even
though he be a teetotaler, have spirits poured
down his throat and spilled over him until he
reeks of them. Then he comes into the hands
of those who arrive at their conclusions by this
simple process of following their noses. They
might be right in nine cases out of ten, but in
the tenth case the person may die in a police
cell from want of proper attention.AT the Harbour Master's Office yesterday
before the Hon. Basil Taylor (Acting Harbour
Master), five seamen and one boy from the
Italian barque Lethair appeared to answer a
charge made by Giuseppe Bozzo, the master
of the barque, of wilfully combining them-
selves to disobey his lawful commands on
board the said ship since the 6th instant in
Victoria Harbour. One man pleaded guilty,
the remainder not guilty. Giuseppe Bozzo
stated that of the 5th March the first defend-
ant came to him and refused to do any more work.
The remaining defendants then also stopped
work, their reasons for so doing being that they
required an advance of wages, which, by the
articles of agreement, they were not entitled to.
The defendants, who said they refused duty
because the master would not give them any
money, were found guilty and each sentenced
to imprisonment for 14 days with hard labour,
or until the ship sails.FATHER O'Leary, Catholic chaplain to the
First Canadian Contingent in South Africa,
relates that when he himself was in hospital,
wearied by the slowness of his convalescence,
his orderly would persist in an annoying
humming or whistling about the house. "I
told him over and over to stop it," says Father
O'Leary, "and one morning when I again
heard him piping away, though this time it
struck me it was new tune, I fairly lost my
temper. I called out to him: 'In Heaven's
name, man, stop that eternal whistling! I've
told you a dozen times that I would have no
more of it, and I declare I'll sack you for this—
I will, I will!' Then I heard a laugh,
and the door opened. 'Who's that, you're
going to dismiss—not the Commander-in-
Chief, surely?' And there stood Lord Roberts,
and nothing did he do but laugh at all my
apologies. 'You're getting moped here,' he
said. 'I'll send Lady Roberts to you. She
hasn't anything on earth to do but laugh and
laugh at you.'"THE increased taxation bills were reported on
by the chairman of the special committee to
the House of Peers yesterday morning says the
Kohunin Shimbun of the 28th ult. Marquis
Ito delivered an earnest speech trying to con-
vince the Peers of the urgent necessity of those
measures. There were a few other speeches
delivered pro and con. The efforts of the Pre-
mier and the others, however, seem to be in
vain. A little after 2 o'clock in the afternoon
when the House was still in session, an Impe-
rial decree was issued to prorogue the Impe-
rial Diet for ten days. We can not but hope
that the Peers will not fail to utilize these ten
days in order to thoroughly and faithfully
investigate the urgent necessity of these im-
portant measures.THE exact amount of loss incurred in con-
nection with the loss of the Rio de Janeiro is not
yet known for certain (says the Japan Times).
The ship, being an extremely old one, will not
cost more than half a million yen. The cargo
on board was about 2,700 tons, so that, if a ton
is valued at 50 yen, the loss of cargo may be
estimated at nearly 135,000 yen. The ship took
in 90 boxes of habutaye, 88 bales of straw
tape, a package of miscellaneous goods, and 6
parcels, besides a considerable quantity of raw
silk, at Yokohama. She had also taken in 370
tons of miscellaneous goods at Kobe, 40 bales
at Hongkong and 65 bales at Shanghai. The
tea that she had on board was what she took
in at Kobe; it amounted to 60 boxes and was
destined for San Francisco. The cargo of raw
silk and silk goods taken in at Yokohama was
valued at about 680,000 yen. As it had been
fully insured the owners will be none the worse
for this disaster. Perhaps (our contemporary
adds) they were rather glad of it, inasmuch as
there is hope of getting at a near date orders
from America for at least as much raw silk and
silk goods as were lost in the disaster.THE sale of five Chinese girls by auction in
San Francisco last month, says an exchange,
in the presence of a great crowd, without inter-
ference or remonstrance from anybody, shows
how very far the Americans are from having
really achieved the civilisation which they
boast so much about. The girls belonged to a
wealthy merchant who has broken up his
harem, and is returning to China. They were
openly sold as concubines, and, after keen
competition, fetched an average price of \$400
each, their purchasers taking possession of them
as if they had been so many cattle. Of course,
there is no law in the United States under which
such a transaction could take place; but law
does not go for much in that country, and it
may be taken for granted that those whose duty
it was to see the law respected were duly
bribed to acquiesce in its violation. The Chinese
quarter of San Francisco is a disgrace to any
Christian community. Yet it is respectable
compared with some other quarters of the same
city and of many other American cities. What
an irony of cruelty and hypocrisy it is that
while slave girls are publicly sold in the streets
in California, negroes are burnt alive at the
stake in Kentucky and Colorado, on the bare
suspicion of having assaulted a white woman.In a recent number of a German medical
weekly, as quoted in the New York Staats-
Zettung, Dr. Sander, of Germany, has described
a discovery of the highest importance for the
stamping out of malaria and the acclimatization
of the white race in the tropics. The article is
based on letters received from Dr. Kuehn, an
army surgeon in German South-west Africa,
who has been studying the so-called "Sterbe,"
a plague which has decimated the herds of
that country. It was found that serum from
horses afflicted with this disease is a cure
and a preventive of malaria in men, white
or black. Inoculations with such serum
produce neither general nor local inflam-
mation, and have been employed with success
in very severe cases. The experiments were
begun early in 1899. Fifty persons inoculated
in that year passed the rainy season, from
November to May, without showing the slightest
symptom of malaria. On the other hand, many
who had not been inoculated were attacked by
the disease, but were easily cured by inocula-
tion. All these persons were natives; but it is
a remarkable fact that the natives of this region
show less natural immunity to malarial than
Europeans.THE ROBINSON PIANO COMPANY,
LIMITED.The following is the report for presentation
to Shareholders at the first ordinary annual
meeting, to be held at the Company's office, No.
13, Queen's Road Central, at 5 o'clock on
Wednesday, 13th March, 1901.The General Manager has pleasure in sub-
mitting Report and Balance sheet for the year
1900.The gross profits have been \$68,867.74 and
the net profits after paying all charges \$24,920.88
equal to about 154 per cent on the Capital of
the Company. It is proposed—To pay a dividend of \$5.50 per share being
at the rate of 11 per cent, absorbing \$17,600.00
To wipe off Goodwill Account..... 1,995.71
To carry forward to Reserve in new
account 5,325.17\$24,920.88
The business of the year was interfered with
by the state of affairs in the North and a very
considerable number of sales on hire purchase
agreements were cancelled in Shanghai, and to
lesser extent in Hongkong, during May to
September. The result of the year's working
may therefore be considered satisfactory.Stocks on hand in Hongkong, Shanghai and
Singapore are heavier than usual, due in great
part to large purchases by the General Manager
while in London; the Continent and America,
arriving towards the end of the year.Sundry debtors are also heavier than usual
but they have since been largely reduced, as
have also accounts payable.favour and to earn the good opinion of experts
and general users for their excellent all round
good qualities. They compare more than
favourably with first class imported makes and
we are able to sell them at \$100 to \$150 less.
We have in our Piano Factory a growing and
very considerable source of profit.Prospects for the present year are most
excellent, sales to date being much above
average and we have the best right to look
forward to the current year's working with the
most pleasant anticipations.The books have been audited by Mr. W.
Hutton Potts.W. G. VAUGHAN-ROBINSON,
General Manager.

Hongkong, 5th March, 1901.

CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.The following is the report for presentation
to the shareholders at the eighteenth ordinary
general meeting to be held at the office of the
General Managers on Saturday, 23rd March,
1901, at 12 o'clock noon.Annexed we beg to submit to Shareholders
the usual annual statement of accounts for the
year ending 31st December, 1900.The net profit including the balance from
last year amounts to \$143,819.26 which it is
proposed to deal with as follows viz:—
To place to Reserve Fund \$18,000.00
To pay a dividend of 10 per cent..... 57,974.00
To carry forward to next year's account 57,845.26To keep up with the growing requirements
of the line two first class boats have been con-
tracted for and are now being built at home
and in the meantime the s.s. Perla, formerly
Mennius, was purchased in January, 1900, and
has proved to be a very satisfactory acquisition to
the Company.In accordance with special resolutions passed
on 14th April 1900, the Capital of the Company
was raised to \$1,000,000.

CONSULTING COMMITTEE.

Mr. Lewis retired and Mr. H. P. White was
elected in his place. Messrs. Gillies, Siebs,
White and Shevan all retire but offer them-
selves for re-election.

AUDITORS.

The accounts have been audited by Messrs.
T. Arnold and Fullerton Henderson, who are
eligible for re-election.SHEWAN TOMES & Co.,
General Managers.

Hongkong, 9th March, 1901.

Accounts for the year 1900.

PROFIT AND LOSS ACCOUNT.

Donation to Indian Famine Fund.....	\$500.00
Consulting Committee's fees.....	4,000.00
Auditors' fees.....	400.00
Charges.....	1,826.48
Interest.....	5,410.08
Exchange.....	453.68
Amount written off as depreciation.....	54,865.83
Balance.....	143,819.26

\$10,773.33

THE CRISIS IN THE NORTH.

SHANGHAI.

SHANGHAI, March 7th.

The New Viceroy of Yun-kwei.
Wei Kuang-tao, who it will be remembered was commanded last November to exchange his Viceroyalty of the Shuei-Kan provinces with Sun Fan (Manchu), Viceroy of the Yun-Kwei provinces, owing to the former's enmity with General Tung Fu-shiang, who was about to be transferred to Kuyuan, Kansu, as Provincial Commander-in-Chief, arrived at Wuchang en route to Yunnan on the 26th ultimo. Viceroy Wei's arrival was a very quiet one so that his presence in Wuchang was scarcely known to the general public. H. E. left the next day for his home in Hunan for a short visit before his journey to Yunnan.

A Nanking

dispatch states that it is rumoured in that city that En Shou (Manchu), Provincial Treasurer of North Kiangsu (Kiangning), is about to leave his post for a higher one in a few days and that the Kiangsu Grain Taitai, Wu Chung-hui, will probably be appointed Acting Treasurer until a new Treasurer is appointed from Hsian.

Native Reports.

The *Universal Gazette* states that it learns that Prince Tuan started from Ninghsia, Kansu, the day before yesterday on his exile to Kashgaria. The same paper also states that owing to the difficulty Prince Ching and Li Hung-chang have lately had in conducting the peace negotiations, they telegraphed the day before yesterday to H. E. Sheng here, urging the latter to make no more delay in going up to Peking, as they (the Plenipotentiaries) needed his help and counsel in settling terms with the Foreign Ministers.

Re Manchurian Affairs.

The following is also from the above named paper:—We learn that the Russian Government has sent the following dispatch to the Chinese (which we—N. C. D. News—translate as follows):—Russia and China have been invariably on good terms with each other for the past 200 odd years. The two empires have never had any troubles with one another on account of religious matters. The present war is indeed really due to the missionaries of the various countries whose coercive demands on the Chinese were beyond endurance, and it should be the duty of China to act firmly and energetically in the future. As for the three Manchurian provinces the Chinese government must assured that Russia has not the least intention of remaining there long; in a little while the said provinces will be restored to China, etc., etc. Copies of this dispatch have been sent by the Chinese Government to the various Viceroy and Governors of provinces south of the Yellow River, to be reported upon and suggestions and advice asked thereon.—The *Universal Gazette* further states that the Chinese Government is anxious to get hold of Tsing Chi, the Tartar General of Moukden who signed his name to the alleged Agreement with Russia last winter, in order to punish him but that the Russians refuse to allow him out of their hands.

Note:—Apropos of the above it is well-known amongst the members of the Reform Party that Tsing Chi is to be made the scapegoat of the Russophiles at Peking and Hsian and that this Agreement originated in the former city, was transferred to St. Petersburg while, and then finally settled at Moukden, that city unlike Peking and St. Petersburg being free from the prying eyes of the agents of the various Powers and therefore the best place for negotiating private matters.—Translator.—N. C. Daily News.

Gold Tiles and other Loot.

According to Peking dispatches looting by foreigners has not ceased. The discovery was recently made of some of the Buddhist temples have gold-plated roofs. Everybody at once went on a hunt to find them. The British discovered one containing a thousand feet of metallic tiles plated with gold. The tiles were believed to be solid gold until they were analysed.

When it was found they were plated and worth only \$7 Mexican a square foot, there was great disappointment among the looters. They were sold and brought \$10 as souvenirs. The Chinese report a race between Japanese and French for six other temples. The Japanese won and captured twenty-one cartloads of tiles. The British now offer to sell three josses made of copper and gold-plated, weighing two tons each. Smaller gods are sold daily.

The family of a member of the Tsung-li Yamen, whom his Empress Dowager caused to be executed because he would not sanction the anti-Foreign movement, has complained to the international Government of Peking, charging Bishop Favier, who is now in France, with looting his house of money and property valued at 1,000,000 taels, the day after the siege ended.

The dispatch adds that a league of civilian looters of all nationalities has been discovered and broken up. There is now a chance for honest men, including the Chinese, of getting what is due them. Members of the complaining family above mentioned say that stolen property is now in the possession of Secretary Squires of the American Legation, who is about to send them from the country. If only a tenth of the charges of murder, rape and robbery made against the foreigners are proved, concludes the dispatch, the Christians will have cause to blush.—New Press.

ANOTHER ILLEGAL ARREST AT SHANGHAI.

"AN OFFICER OF THE COURT."

At the Mixed Court yesterday morning, says the N. C. D. News of 7th instant, before Mr. Chang Magistrate and Mrs. S. P. Mayers (British Assessor), a case of illegal arrest, which had been delayed in coming before the Court, pending the arrest of seven runners, was brought to the attention of the Magistrate and the Assessor by Mr. R. Holcomb. He said he had been instructed to appear for the men not yet arrested, and who had called upon him. Inspector Matheson stated that a warrant had been granted by the Court for their arrest, but only one man had been captured; the others were still at large.

Mr. Holcomb said he thought he could guarantee the appearance of the men at the Court, if a day was appointed for trial, and offered security for them as "an officer of the Court."

The Assessor questioned his being an officer of the Court.

Mr. Holcomb replied that he thought he was such in his legal capacity.

The Assessor observed that he was at a loss to see what redress he might have against Mr. Holcomb if such security was granted. The

when they were arrested. He thought it was understood that Mr. Holcomb should have a sufficient acquaintance with his client before coming to the Court. The police would have to carry out their duty, and security to the satisfaction of the Court could then be given. The case was ordered for hearing on Friday morning.

THE RUSSO-CHINESE AGREEMENT.

PEKING, February 26th.

It is ascertained from a reliable source, says a Japanese paper, that the Russian demands in connection with the Russo-Chinese secret agreement provide for the nominal restoration of Manchuria to China on the restoration of peace; but she intends to station troops there for the purpose of protecting the railway. Should a disturbance arise in China these troops will be despatched to assist the Chinese Government. In the event of China desiring to station her own troops in Manchuria she is to refer the matter to Russia first. The import of arms and ammunition into Manchuria by the Chinese is to be prohibited. The local officials are to be appointed by the Russians and no other foreigners than Russians are to be appointed to these positions. The Chinese forces, both naval and military, in Northern China are to be drilled by no other foreigners than Russians. A system of self-government shall be proclaimed at Kinchow. No concessions for mines and railways shall be granted to any other national than Russians, who alone shall collect land taxes north of Haicheng.

THE SITUATION.

That the troubles in China are over we doubt very much. According to our latest advices from the North the Ministers of the Powers were far from being satisfied with the chopping off of a few heads, and the transportation of others, and the various promises given by China. They conclude that these steps on the part of China are mere subterfuges, and that she merely wishes to patch up by promises the Peace Convention. That no transports have been ordered, and no preparations are being made at Peking and other places for the removal of troops is a plain proof that the Powers have no idea of withdrawing their soldiers for some time to come. In fact we hear from very good sources that preparations are being made for providing clothing for the soldiers during next winter. If the troops were about to evacuate North China, camels, carts, boats, etc., would have to be provided in large numbers, but we are informed that nothing in that direction was going on. On the other hand it appears that the question of the punishment of guilty officials and Vice-Consul Schnitzler, promoted to full Consul, is appointed to represent Germany and Mr. C. W. Campbell, British Vice-Consul at Peking, is to represent Great Britain in the question of indemnities. But we sincerely hope that all officials connected with the late brutal atrocities on foreigners will be brought to book, for the instigators of these atrocities should never be allowed to go unpunished. We should not be at all surprised, when the warmer weather sets in, to hear of fresh outbreaks in different parts of China, for the natives in the North and in other provinces are still showing a defiant spirit, and speaking of foreigners as though they were still "driven into the sea." Evidently Germany is in earnest and wishes to conclude peace with China at the earliest possible date, but at the same time she demands no half measures. She has now demanded £1,000,000 from China, but if China will not come to terms that amount will be enlarged. Russia now seems to be the bugbear with regard to affairs in China, but we are pleased to note from our late Special Telegrams that nearly the whole world is against her unwarrantable claims on Manchuria. She is endangering the peace of the Far East, and it is a pity that France does not see her way to join the other Powers in objecting to Russia's unreasonable demands. It is well known that Li Hung-chang is under the thumb of Russia, and that it will not suit his purpose to wholly decline to satisfy the greedy Bear's appetite. But as the *Times* says "this bribe is characteristic of both giver and receiver."—*Mercury*.

DE WET AS NAPOLEON.

According to some correspondents of the South African newspapers, the real obstacles to the ending of the war are the vanity of De Wet and the stubbornness of ex-President Steyn. Christian De Wet, it is stated, has come to regard himself as a level with Napoleon. His continued success in evading capture and executing surprising flanking movements will not test his personal estimation of his prowess while he will still be less disposed to follow the advice of his brother Piet and others of the Peace Committee, who are trying to end the war. Piet De Wet voluntarily gave himself up soon after the surrender of Pieterburg. He got away from Sabbert's Nek with his brother, but when they reached Lindley, having had enough of fighting, Piet improved upon his Napoleonic brother's methods and executing a strategic movement he and others withdrew from Christian's force. They rode to Kroonstad, where they surrendered to the British and where they established the Central Peace Committee with Piet De Wet as chairman. The appeal which that Committee issued to the Afrikaners of Cape Colony is reproduced in the South African papers to hand. Having fought for one day in South Africa and lost, and England having definitely announced that she will not restore the independence of the two Republics, they urge that the position should be accepted. It is hopeless to expect that Britain can be induced in any wise to give back the independence which the late Republics have thrown away; and the Committee appeal to the Colonists to aid in bringing to an end the unhappy state of affairs which has brought ruin and misery upon the country. In the most gloomy words they picture the calamities which have come upon South Africa and the greater misfortunes that will follow if peace be not speedily restored. It was the sympathy of the Dutch in the North of Cape Colony that encouraged the enemy to make their raids across the border. It is true that few of the Colonists joined the raiders, restrained undoubtedly by the rigour of martial law. But the Burgers had hopes of Colonial assistance, which were founded by the Worcester Congress. The Peace Committee condemned that Congress and most earnestly besought the Afrikaners to do nothing which would encourage the belligerents to prolong their hopeless struggle. They appointed delegates to visit De Wet and Steyn but unfortunately the deputation did not proceed openly with terms to the leaders and aroused the anger of the Boer General by attempts to undermine the loyalty of his men. A mission carried out on those lines is most perilous and the penalty for the man who undertakes it wherever he is caught is death. General De Wet captured three of the unofficial peace envoys, who were going about seeking

them. They were all three sentenced to be shot, but in two cases the sentence was commuted to whipping, while the third man was first whipped and afterwards executed. We cannot expect to have any calm and impartial explanation of why the extreme penalty, commuted in two instances, should have been executed in the third; but we must be fair even to the enemy. Meanwhile the guerrilla warfare shows no sign of drawing to a close, but that should not occasion surprise, for many historic parallels prove that it will continue until the inspiring genius of the struggle be captured or slain.—*Bombay Budget*.

THE METAL TRADES.

A few years ago England felt secure in her predominance in the metal trades, but recent events have proved that other nations are not unsuccessfully endeavouring to secure their place in the world's markets. A few years ago Germany was the only serious competitor, but a more serious factor now is the American manufacturing countries, the competition of other manufacturing countries need cause no alarm among the British merchants; there is no doubt their presence has renewed the energy and genius of English people, and certainly America has taught us many lessons. In the past British manufacturers have failed to move with the times; rather have they trusted in the name for British goods, and now that there is a likelihood of the raw material running short and the steel market has jumped out of bounds, they are rudely awakened to the fact that there are equal goods and sell them at the same price. Mr. S. G. Hobson, a commercial writer, says: "Up to now, we have had to contend with America and Germany; it is almost certain that the next quarter of a century will see Russia, Japan, and possibly China making hardware and metal goods cheaper than either England, America, or Germany." The great necessity is for English manufacturers to recognise the new situation, to change their methods of manufacture and of distribution. If ideas, now hopelessly out of date, give place to modern means, there is not much doubt that the British trader is more than equal to holding his own.—*Bombay Gazette*.

INCREASE OF PLAGUE IN INDIA.

Plague has increased throughout India during the week, says an Indian magazine of 16th ult., and in common with other provinces the pestilence has gained ground both in Bombay City and Presidency. The advance in Bengal is very serious, several districts, especially Patna, being in process of decimation. The disease has been dormant, even showing a gradual tendency to subside, in the Bombay Presidency, but in Belgaum, Kathiawar, Janjira and Southern Mahratta districts there are ominous increases in the number of cases and deaths. Although Karachi has been reinfected, the outbreak has not yet assumed serious proportions, but the peculiarity of the disease is that, after five years' experience, not one of the experts can tell what it will do a week hence. The plague mortality is accountable for nearly half the total deaths in Bombay city. There were 923 deaths, in Bombay consisting of the districts of Marol, Dhobi Talao, Panswadi, Bhuleswar, Khara Taky and Khumbharwada, and in this area more than one-third of the deaths occurred. It is also rampant in Kumbharwada, where the death rate is appallingly high—67 per 1000—Khetwadi, Girgaum, and Umakhandi. There were 37 deaths in Northern Fort, which continues to maintain its reputation as one of the most unhealthy localities in the city, 16 deaths in Middle Colaba and 12 in Esplanade. Southern Fort and Upper Colaba being the only areas free from pestilence. The deaths due to diseases of the lungs have advanced, and remittent fever has claimed an increased number of victims. The total mortality was 2,274, giving an annual death rate of 128.26 per 1000.

PASSING BY PROXY.

ALLEGED CRIBBING AT A MEDICAL EXAMINATION.

An unusual case of alleged impersonation was heard at Dublin Police Court on the 31st of January. A Birmingham medical student, named Haddock, is accused of having unlawfully and feloniously personated two students, named Robert Cooper and Alexander Fyffe, at the conjoint examination of the Royal College of Surgeons and the Royal College of Physicians, held in Dublin in March last. The evidence showed that several of the papers of Cooper and Fyffe were in the hand writing of Haddock. It was further stated that there was an agreement between the three that Haddock should be paid £5 by each of the others if they passed the preliminary examination of the College of Surgeons. Fyffe is said to have admitted that he paid Haddock the fee, and his certificate was afterwards withdrawn. Fyffe and Haddock sat next to each other at the examination. A good deal of cribbing is alleged to have gone on at the examination, some of the candidates receiving assistance from others as often as they could give it. Haddock was remanded on bail.

STORY OF A POULITCE.

Family discipline is still maintained in some American families, as of course it ought to be in all. The *Rehoboth Herald* furnishes an instance. A small boy got a silver in his foot, according to the writer, and his mother expressed her intention of putting a poultice on the wound. The boy, with the natural foolishness which is bound up in the heart of a child, objected to the proposed remedy. "I won't have any poultice!" he declared. "Yes, you will," said his mother and grandmother, firmly. The majority was two to one against him, and at bedtime the poultice was ready. The patient was not ready. On the contrary, he resisted so stoutly that a switch was brought into requisition. It was arranged that the grandmother should apply the poultice, while the mother, with uplifted stick, was to stand at the bedside. The boy was told that if he "opened his mouth" he would receive something that would keep him quiet. The hot poultice touched his foot and he opened his mouth. "You—!" he began. "Keep still!" said his mother, shaking her stick, while the grandmother applied the poultice. "One more the little fellow opened his mouth." But the uplifted switch awed him into silence. In a minute more the poultice was firmly in place, and the boy was tucked in bed. "There, now," said his mother, "the old silver will be drawn out, and Eddie's foot will be all well." The mother and grandmother were moving triumphantly away, when a shrill voice piped up from under the bedclothes.

OPENING OF PARLIAMENT.

THE KING'S SPEECH.

Parliament was opened to-day by His Majesty the King in person. Their Majesties the King and Queen drove to the House of Parliament in state, the King wearing the uniform of a Field Marshal and Her Majesty the Queen in her Royal robes with the diadem. The King, who read his speech from the Throne, began with a touching reference to the late Queen who set an example to the world of what a Monarch should be. His Majesty said his earnest desire would be to walk in her footsteps and that the friendly relations that existed between his Mother and the Powers would continue. His Majesty continued—

The war in South Africa had not entirely terminated, but the capitals of the enemy and his principal lines of communication are in my possession. Measures will be taken, which I trust will enable my troops to deal effectually with the forces still resisting. The early submission of the general combatants is much to be desired in their own interests, for until then it will be impossible to establish liberal institutions.

The capture of Peking and release of the besieged Legations to which my Indian troops largely contributed has been followed by the Chinese submission to the demands of the Powers and negotiations are now proceeding regarding the manner of the Chinese compliance therewith.

His Majesty then said the separation from his son would be deeply painful, but he desired to carry out Her late Majesty's wishes regarding the Duke and Duchess of York's visit to Australia and to testify his own interest in his subjects over the sea. The visit will be extended to New Zealand and Canada.

The suffering and mortality in India has been greatly alleviated by a seasonable rainfall, but His Majesty regrets that serious distress continues in parts of the Bombay Presidency which his officers are using every effort to mitigate. The Naval and Military requirements and especially for the war in South Africa have involved an increase in the estimates. His Majesty then asks for a renewed provision for the Civil List and says that proposals will be submitted to increase the efficiency of the military forces.

Mr. Balfour, in the Commons, said the conduct of the British troops in China had been exemplary and that all the arrangements there reflect the highest credit on the Indian authorities and the officers concerned. The Lords have voted the address in reply to the King's speech.—*Reuter*.

NOTANDA.

CALENDAR.

MARCH.
Meteorological means based on ten years' observations to 1899.
Barometer 30.14
Thermometer 57.3
Humidity 79.0
Rainfall 1.76

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer 30.23 30.20
Temperature 61 61
Humidity 62 66
Rainfall — —

TO-DAY.

Tuesday, 12th March, 1901.
Chinese—22nd of 1st moon of 27th year of Kwang-su.
Sun—Rises 6hr. 29min.
Sds 6hr. 31min.
Moon—Last Quarter 1hr. 49min. a.m.
High water—Morning 1hr. 12min.
Afternoon 2hr. 28min.
Low water—Morning 6hr. 57min.
Afternoon 12hr. 2min.

ANNIVERSARIES.

1841—Renewal of hostilities and capture of forts in the Macao passage.
1874—Steamer *Sunfo* lost.
1879—Marriage of the Duke of Connaught and Princess Louise of Prussia.
1881—Assassination of the Czar Alexander II.
1883—Siege of Khartoum commenced.
1899—Curlate Queen visits Cimex.
1900—War loan issued £30,000,000.

TO-MORROW.

Wednesday, 13th March, 1901.
Chinese—23rd of 1st moon of 27th year of Kwang-su.
Sun—Rises 6hr. 13min.
Sds 6hr. 7min.
High water—Morning 4hr. 0min.
Afternoon 4hr. 34min.
Low water—Morning 6hr. 9min.
Afternoon 6hr. 0min.

ANNIVERSARIES.

1508—Cesar Borgia killed.
1868—Attempted assassination of the Duke of Edinburgh at Sydney.
1879—Lillian Church, Hongkong, opened.
1896—Sanjago and Valparaiso damaged by earthquake.
1899—The Legation Guard withdrawn from Peking.
1900—Murder by an Indian Soldier at Kowloon.

AGENDA.

TO-DAY.
9 p.m.—The Dallas Company at the Theatre Royal.
Cargo ex *Nankin* subject to rent.

TO-MORROW.

Noon—C. P. R. steamer *Empress of Japan* with mails passengers etc. leaves for Vancouver H.C. via Shanghai.
5 p.m.—C. & M. Co.'s steamer *Esmeralda* leaves for Manila.

THURSDAY, 14th.

Daylight—D. & Co.'s steamer *Thaler* leaves for Swatow.
Noon—C. & Co.'s steamer *Disago* leaves for Singapore, Penang and Bombay.
Noon—Meeting of the Shareholders of the Hongkong Kowloon Wharf and Godowns Co. Ltd. at their offices.

FRIDAY, 15th.

Daylight—N.Y.K. steamer *Hakata Maru* leaves for Kobe and Yokohama.

SATURDAY, 16th.

N. D. L. steamer *Nuremberg* leaves for German Colonies and Australia Ports.
Noon—P. & O. S. N. steamer *Hengal* with mails leaves for London.
(About) P. & O. S. N. steamer *Chusan* leaves for Shanghai.
5.30 p.m.—A Regular Meeting of the Foresters' Lodge at the Freemasons' Hall.

SUNDAY, 17th.

Daylight—O. & N. steamer *Chusan* leaves for Shanghai.

TUESDAY, 19th.

Noon—An Extraordinary General Meeting of the Shareholders of the Union Insurance Society of Canton Ltd., at their office.

WEDNESDAY, 20th.

Noon—N. D. L. Co.'s steamer *Bayern* with mails etc. leaves for Southampton.

WEDNESDAY, 27th.

Noon—Meeting of the Shareholders of the China Sugar Refinery Company Ltd., at Messrs. Jardine Matheson & Co.'s offices.
12.30 p.m.—Meeting of the Luzon Sugar Refinery Company Ltd., at Messrs. Jardine Matheson & Co.'s offices.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Ernest Simons*) to-morrow.
English (*Chusan*) 15th instant.
Canadian (*Empress of China*) 18th instant.
American (*Nippon Maru*) 19th instant.
German (*König Albert*) 19th instant.
German (*Bayern*) 19th instant.
Canadian (*Varior*) 28th instant.
Canadian (*Athenian*) 1st prox.

The C. P. R. Co.'s steamer *Athenian*, left Vancouver on the 10th inst., for Hongkong via the usual ports of call.

The T. K. K. steamer *Nippon Maru*, with mails etc., from San Francisco to the 19th ult., via Honolulu, arrived at Yokohama, and left for this port this morning, the 12th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, arrived at Yokohama at 1.30 p.m., on Monday, the 11th inst., and left again at 10 a.m., on Tuesday, the 12th inst., and is due to arrive at Kobe on Wednesday, the 13th inst., at 9 a.m.

HONGKONG AND WHARF DOCK RETURNS.

G.M.S. Hertha	at Kowloon Dock.
U.S.S. <i>Isla de Luzon</i>	"
U.S.S. <i>Benington</i>	"
U.S.S. <i>Yorktown</i>	"
U.S.S. <i>Albatross</i>	"
H.M.S. <i>Arcturion</i>	"
H.M.S. <i>Arcturion</i>	"
Glengyle	"
China	"
Huainan	"
Chinglu	"
Lekin	"
Tuon	"
Huailan	"
U.S.S. <i>Concord</i>	"
Honam	"
Colonist	"
Nienlung	"
	Aberdeen

PASSED THE CANAL.

Outward—12th February—*Gisela*, Japan, Hudson.
15th Feb.—*Ernest Simons*, Hakata Maru, Tanjalis, Trust, Avania, Nippon.
22nd Feb.—*Alex. Konigsberg*, Kiev, Oceanic.
26th Feb.—*Causton*, Sobraon, Konig Albert.
1st March—*Asia*, Maru, Benledi, Saxonia.
3rd March—*Strathairn*, Denighlight, Cymbeline, Fernside, Grosvenor, Thyra.
8th March—*Dagford*, Sheikh, Tera.
Homeward—26th February—*Indus*, Sambia, Wakasa Maru.
1st March—*Humburg*, 5th March—*Prometheus*, 8th March—*Laos*.
Arrivals at Home—2nd March—*Suehen*, Wulkan, Hagen, Strassburg, 6th March—*Saranac*, Achille, Norneray, Rhipaus, Valdivia, 9th March—*Humburg*.

Shipping.

Arrivals.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 11th Mar., Sydney 16th Feb., Brisbane 18th, Townsville 21st, Thursday Island 24th, Port Darwin 27th, Timor (Dili) 28th, and Manila 9th. Experienced fine clear weather and light variable breezes to Port Darwin, from Port Darwin to Manila fine squally weather and crossed the Equator in Long. 125° 50' E., from there to Manila had fresh N. breezes with continuous rain and heavy head swell, Manila towards Hongkong had fine hazy weather and light N.W. breeze and N. swell, (11th) thick rainy weather and strong N.N.E. winds and sea, and arrived in port at 7 p.m. yesterday.

CATHERINE APACAR, British steamer, 1,730, J. G. Offitt, 12th Mar., Calcutta 20th Feb., Penang and Singapore 6th Mar., General.—David Sassoon, Sons & Co.

SIAM, British steamer, 999, E. F. Stovell, 12th Mar., Bangkok 4th March, General.—Bradley & Co.

MILOS, German steamer, 1,694, Niemann, 12th Mar., Portland, Or. 29th Jan., General.—Stevens & Co.

ICHANG, British steamer, 1,240, Jones, 12th Mar., Chinkiang 8th March, General.—Butterfield & Swire.

BENICULTIA, British steamer, 1,214, C. Stewart, 12th Mar., Canton 11th Mar., General.—C. M. S. N. Co.

Clearances at the Harbour Office.
Deuteros, German str., for Saigon.
Hatsumoto, British str., for Canton.
Hatsumoto, French str., for Haiphong.
Tachikong, German str., for Swatow.
Progress, German str., for Canton.
China, American str., for Shanghai.
Ichang, British str., for Canton.
Agamemnon, British str., for Shanghai.
Loosch, German str., for Swatow.
Kumang, British str., for Singapore.
Clan, British str., for Shanghai.
Mura Koh, German str., for Nagasaki.
Anping Maru, Japanese str., for Swatow.

Departures.
Mar. 12, *Haiching*, British str., for Swatow.
Mar. 12, *Adria*, German str., for Tsingtau.
Mar. 12, *Talle*, German str., for Saigon.
Mar. 12, *Hikosa Maru*, Jap. str., for Moji.
Mar. 12, *Helland*, French str., for Hiohwa.
Mar. 12, *Argonaut*, British str., for Shanghai.
Mar. 12, *Humber*, British storehouse, for Canton.
Mar. 12, *Pakhoi*, British str., for Canton.
Mar. 12, *Sabine Rickmers*, British str., for Foochow.

Mar. 12, *China*, American str., for San Francisco.
Mar. 12, *Kumang*, British str., for Singapore.
Mar. 12, *Daphne*, German str., for Nagasaki.
Mar. 12, *Hatsumoto*, French str., for Hiohwa.

Passengers—Arrived.
Per *Australian*, from Sydney—Lady Allessbury and maid, Mrs. Fawcett and 2 children, Mrs. Laing and 4 children, Mrs. Wright and child, Mrs. Harris, Mrs. Skelton, Mrs. Stephens, Misses Scarr (3), Louisa (2), Martin, Rowe, Capt. Fawcett, Messrs. Scarr, Harris, Martin, Doyle, White, Stephens, Carr, Skelton, Cole.

Timor—Mr. Goncalves, from Manila—Messrs. Derrick, Sahi Seivira, and Mr. and Mrs. Jenks. 46 Europeans and 37 Chinese.

Per *Catherine Apacar*, from Calcutta, &c.—Mrs. Belson and child, Mrs. McLehland and child, Mrs. and Miss Atkinson, Mrs. Carnegy, Messrs. Stewart, Gurney, C. Paul Chatter, Reid, Stevens, Yashawa, Briny, Ow In Toh, Mr. and Mrs. Solomon, 845 Chinese and 2 Indians.

Departed.
Per *Perla*, for Manila—Mrs. C. N. Ferrier, Mrs. J. C. Mohr, Mrs. Newton, Mr. and Mrs. Dominguez, Mrs. Tieng Su Liong, Mrs. Li Fan Shih, Mrs. Tieng Chai Fung, Mrs. Li Chun She, Mrs. Jua Liong She, Mrs. Kwan Choi, Mr. and Mrs. B. Koga, Messrs. C. S. Wein, J. Burros and family, G. A. Reres, Li Kwong Chien, Tieng Yat Pow, Yap Kai Kock, M. Ignacio, Master Romos, and 17 Chinese.

Per *China*, for Shanghai—Messrs. J. A. Pond, Albert Wilcox, T. J. Harman, L. S. Lewis, Mrs. F. L. Crompton, Mme. F. de Frontus, Misses S. L. Devonshire, Florence Rowen, Lt. and Mrs. J. H. Rowen and Mrs. Carney. For Nagasaki—Messrs. F. Lehman, L. C. Lloyd, Chas. T. Gray, For Kobe—Mr. W. Eckert. For Hankow—Mr. Li Man Lam. For San Francisco—Capt. Calby, Mr. Chester, U.S.N., Mr. and Mrs. G. C. Robson, Mr. and Mrs. A. A. Moore, Messrs. C. M. Chester, J. Thos. Gentry, W. E. Sellock, T. R. Blakeman, D. McLeod, T. and T. H. Martin, Braden, Kokmin, A. L. Everett, R. Stanley, J. Bradley, L. Lambert, Mr. and Mrs. J. C. Cox, Mrs. J. McLeod, Mr. and Mrs. Thos. Cooper, Mr. and Mrs. E. F. Gellert, Mr. and Mrs. W. S. Jenks, Miss E. G. Martin, and Mrs. Tan Ah Fung. For London—Messrs. R. D. Armsby, Browne, R. N. J. McKew, J. H. Lewis, Mr. and Mrs. A. F

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
TOSA MARU	VICTORIA, B.C. and SEATTLE	SATURDAY, 16th Mar., at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Mar., at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
YAMAGUCHI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th Mar., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 9th March, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG	About 18th March.
PROSCH	(LONDON with transshipment in HAMBURG)	Freight.
MARBURG	HAVRE and HAMBURG	About 27th March.
SAVOIA	(LONDON with transshipment in HAMBURG)	Freight.
BEHRENS	HAVRE and HAMBURG	About 4th April.
BAMBERG	(LONDON with transshipment in HAMBURG)	Freight.
JACOBS	HAVRE and HAMBURG	About 8th April.
SIBIRIA	(LONDON with transshipment in HAMBURG)	Freight.
	HAVRE and HAMBURG	About 15th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 30th April, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th May, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

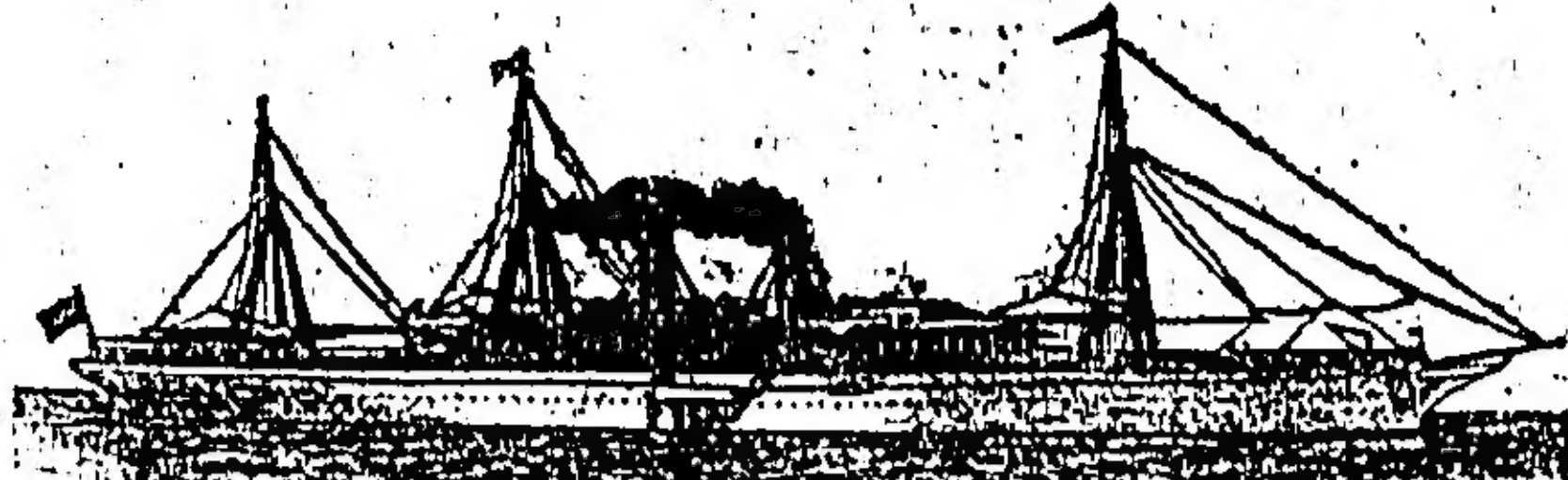
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

EMPRESS OF INDIA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL AND

AMERICAN PORTS).

THE Steamship

"BENGAL."

Captain S. Barcham, carrying Her Majesty's

Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 16th instant, at

Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd March, 1901.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gadic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

THE Company's Steamship

"DORIC."

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA and HONOLULU, on

TUESDAY, the 19th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

THE VANAUDEAN

NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN,

KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.

Tons.

Captains.

Proposed

Sailings.

Queen Adelaide, 2,832 F. McNair, Mar. 29

Glenogle, 3,750 W. Frakes, April 1

Clavering, 5,328 J. R. Roe, April 12

Olympia, 2,837 J. Truebridge, April 26

THE attention of Passengers is directed to

the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR

and EASTERN CITIES of the UNITED STATES

and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDNESS carried.

Passengers to EUROPE may proceed by one

of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on

the American Continent; two trans-continental

trains daily from TACOMA. DINING CAR is

attached to trans-continental trains day and

night; TACOMA to NEW YORK in 4 days.

Magnificent Scenery of the ROCKY and

CASCADE MOUNTAINS. THE YELLOWSTONE

NATIONAL PARK route.

HONGKONG TO VICTORIA,

TACOMA £35.

The best route to the KLODYKE GOLD

FIELDS. Frequent Sailings from VICTORIA,

TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on applica-

tion.

Special rates allowed to members of Govern-

ment Services.

For further information as to Passage or

Freight, apply to

DODWELL & Co., LIMITED,

General Agents.

Hongkong, 9th March, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF

JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

and HONOLULU, THE UNITED STATES, &c.

Strathgyle, 5,023 Saturday Mar. 30

THE Steamship

"STRATHGYLE."

will be despatched for SAN DIEGO and SAN

FRANCISCO, via MOJI, KOBE, YOKO-

HAMA and HONOLULU, on or about

SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Honolulu, 20th February, 1901.

NOTICE.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS, WILL BE RESPONSIBLE FOR ANY DEBT CONTRACTED BY THE OFFICERS OF THE CRAFT.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
YOKOHAMA, KOBE and SHIMONOSEKI	"BENLOMOND"	14th instant.
SHANGHAI	"PAKHOT"	16th instant.
MOJI, KOBE and YOKOHAMA	"TAIYUAN"	17th instant.
MANILA	"TAIYUAN"	9th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIYUAN"	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th March, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"TANTALUS"	15th instant.
"	"AJAX"	25th instant.
"	"PYRRHUS"	2nd April.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	19th instant.
"	"STENTOR"	2nd April.
LIVERPOOL (DIRECT)	"IDOMENEUS"	16th April.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	16th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 12th March, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"ESMERALDA."

Captain G. T. Blackland, will be despatched as

above TO-MORROW, the 13th instant, at

5

MRS. NATION'S CRUSADE.

Mrs. Carrie Nation, of Wichita, Kans., has become a "topic of the day" says the *Literary Digest*, and her progress through Kansas, marked by a trail of smashed saloons, contends for prominence in the daily newspapers with Mr. Roosevelt's slaughter of wild animals in the neighbouring State of Colorado. Some newspapers take Mrs. Nation's crusade with grave seriousness and reproach her in long editorials, while she seems to disregard. The *Detroit News* approves her course heartily and cheers her on with an editorial headed: "Sail In, O Nation, Strong and Great." The *Chicago Evening Post*, however, thinks that she "inspires pity rather than honor," and urges that her friends "should place her in a nice quiet retreat and keep her there until the sight of a saloon sign does not unduly agitate her lump of desecriveness." Such comments as this last lead the *Kansas City Journal* to say:—

"The impression throughout the country is that this woman is a wild, fanatical temperance agitator whose zeal has run away with her discretion. But those who are acquainted with her and with the Kansas situation say there is method in her madness. Her purpose, it seems, is not merely to destroy a little saloon property. She desires to test the right of liquor sellers in Kansas to the protection of law for their saloon merchandise and fixtures. The law was surprised and disappointed that the previous case against her was dismissed. They had prepared for a full trial of the case on its merits, and expressed confidence in their ability to win."

"Mrs. Nation is merely putting into practical effect a principle which the W. C. T. U. of the State generally upholds—that the liquor traffic being an illegal business, those conducting it are entitled to no protection of the law for property devoted to its uses. The 'joint,' they say, has no standing in law, and like any other outlaw, may be destroyed with impunity so far as any redress in the courts is concerned. The W. C. T. U. organization at Emporia a few days ago adopted resolutions to this effect, in support of Mrs. Nation's crusade. It is quite possible that the saloonists did not care to press the former case against Mrs. Nation for fear that this position might be sustained by the courts. Either this or they did not desire to inflame the temperance sentiment by making too much of a martyr of their assailant."

"Just what the Kansas law is in respect to property rights of saloonists in their business remains to be determined. If the courts should hold that there are no such rights, that saloons are outlaws and entitled to no legal protection, then the most important victory for prohibition will have been won that Kansas has yet witnessed. Any one, male or female, will be privileged to break into or break up 'joints' whenever he or she finds them. If the jointists should then injury in resisting the attack, he will be amenable to the law on the charge of assault and battery. As there seems to be no way of stopping Mrs. Nation except with a prosecution in the courts, the legal rights of a joint smasher will probably soon be determined. The progress of the case will be watched with a great deal of interest."

HYGIENE OF THE HANDKERCHIEF.

We are making our pockets into nests of microbes by using handkerchiefs as we do—so we are warned in the *Review of Hygiene* by M. Vallin. What we ought to do, he says, is to carry a detachable india-rubber pocket both for clean and soiled handkerchiefs. The *Review Scientifique*, in a notice of this article, says:—

"The spittoon is without doubt very useful but it has been demonstrated that expectations of any benefit out of a spittoon are vain. The spittoon is a receptacle for the air like little soap-bubbles. On the other hand, the handkerchief is a repugnant object, and the Japanese make fun of Europeans who carefully preserve in their pockets the excretions of their noses, mouths, throats, and bronchial tubes."

M. Jorissen remarks that the same handkerchief does service in wiping dust from the face or in removing sweat or tears from it; and in rubbing off a spot of dirt from one's clothes after moistening it with saliva; we shake it in token of joy, adieu or admiration."

"But says M. Jorissen, we do not limit ourselves to these eccentricities. You put your dirty handkerchief in one of your pockets, not always the same one, perhaps, with other articles. And Indians, who usually have only one pocket in a dress, thrust it in among the collection of small articles that seems to be a necessity to them. This is done by the most careful people, by those who are most easily disgusted, by the most intelligent men as well as by the foolish. Later, when it is thought necessary, the soiled handkerchief is replaced by another, a clean one, which you slide into the pocket that all your soiled handkerchiefs have previously occupied. You still regard it as a clean handkerchief when you take it out of your pocket, and you offer it to the first friend who is in need of it. Have you thought what a bacteriologist would say to this? This handkerchief that is supposed to be clean will soil your hands when you use it. Your pockets are receptacles where, in a warm, dark, and moist environment, there accumulate the germs collected by your handkerchiefs. Ah! it is not wonderful that the origin of diseases is so difficult to discover in the majority of ordinary cases."

"Our fathers' handkerchiefs were huge, many-colored cloths, that dried for weeks in their waft pockets before being washed. In the time of Louis XIV, everybody did not use them, and they were regarded as luxuries; sometimes there was only one to an entire family. The Japanese are ahead of us; they have little paper handkerchiefs, made at home, and used only once; but after use they are thrown anywhere—on the floor, out of the window, in the garden, wherever it happens. These contaminated handkerchiefs are agents of propagation for a host of diseases, and so we may turn the laugh on the Japanese."

"Two forms of remedy present themselves: a small bag, easily opened and closed, or a similar pocket, impermeable and susceptible of being disinfected without rapid deterioration. India-rubber would be the most convenient material. The pocket could be fastened by a button or other device, whence it could be removed for disinfection. Clean handkerchiefs, of small size, could be kept in a pocket not less clean, separate, and used only for this purpose. They could be contained or not in a protective case and should be sufficient in number for a day's needs."

"M. Vallin observes that there is a great amount of truth in all this, with a certain degree of exaggeration. It will be difficult to alter our customs in this regard. Although the fashion has somewhat changed, let us not forget that, thirty years ago, ladies at a ball were accustomed to hold in their hands a lace handkerchief worth several hundred francs. Was not this a singular idea—to exhibit such an object as a measure of the good taste and the wealth of the one who carried it, and who, besides, took good care not to use it!"—Translation made for *The Literary Digest*.

A WALK ROUND THE WORLD.

Among the passengers from Rangoon to Penang by the *Seang Leong* was Geo. M. Schilling, who is walking round the world. Geo. M. Schilling, says the *Penang Gazette*, of the 1st inst., is a native of America, where, when nine years old, he lost his left arm, at the shoulder, through an accident in an axe factory. He early took to athletics, and soon gained prominence in field and track sports; his feat of jumping from a bridge—a height of 110 feet—gave him quite a reputation. In 1894, he began to make a reputation as a long distance walker, breaking many records. Schilling started on his present "Walk round the World" on 3rd August, 1897. The conditions are that he should complete the tour in 4 years, and at the same time without begging, borrowing, or spending a cent, to return to New York, with \$5,000 in cash. He started attired in a suit made from newspapers, and absolutely penniless, with his dog *King II*. After doing Australia, India, and Burma, he had planned to cross the China-Burma frontier into China, but learning of the Boxer trouble (which has obliged him to get another year's extension of time), he made south for Rangoon. In the course of his wanderings, Schilling has made a collection of seals, municipal and consular, to which he has added that of the American Consular Agency, in Penang. On his right arm is a badge, with two "Stars and Stripes" banners, crossing each other, and worked into the spaces between are the words, "Geo. M. Schilling, Champion Walker, New York," on his shirt front, may be seen, in bold letters "Walking round the World." He has had many adventure and his feat is an illustration of what pluck and endurance will accomplish.

WHO'S WHO IN VENEZUELA?

The situation in Venezuela, if there be anything worth calling a situation, is rather complicated. It seems that certain disputes arose between an American company and a British company concerning the possession of some asphaltic lake. As the dispute became appropriately warm the Venezuelan Government adopted, or attempted to adopt, a paternal attitude, whereupon the British "entrenched themselves," and were thus in an attitude more paternal for some purposes. This induced the American Government to send ships of war, and thus, facing entrenched British and American ironclads, the Venezuelan Government were in presence of what is known as an imbroglio. Just to complicate matters further the free and independent Venezuelans appear to have chosen this critical moment, for a rising against their Government, and they have smitten that Government hip and high. Thus by being successful, those who rose against the Government have ceased to be rebels, and the nice point arises—who's who in Venezuela, and what if any, is the Government? Meantime, so far as winning that asphaltic lake is concerned, we are inclined to think that Venezuela will come in a bad third, and we are inclined to "put our money on" the British, as Lord Salisbury would say, seeing that they have a good start by being entrenched.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ayres, W. R.	Knight	Letters for the following persons lie unclaimed at the Post Office:—
Ath & Co.	Kervan, R. F.	
Allison, W. R.	Kilmingsen, Capt.	
Anderson, Miss M.	Luk Cheuk Man	
Arnold, H.	Leshie, H.	
Brockman	Levick	
Bosenberg, W.	Ligertwood, E.	
Bradbury, G. W.	Lynch, J. B. S.	
Brown, H.	Lawlor, F. B. S.	
Burcharnot, W.	Leslie, M. K.	
Barry	Leissner, W. E.	
Branson, O. C.	McKenna, W. E.	
Benn, A.	McWilliams, Miss	
Bashan, E. H.	Montilla, B.	
Bales, H. H.	Martinez	
Burck	Murdalath, C. S.	
Bingham, J. E.	Mills, Mrs. I.	
Burns, J.	Marshall	
Braga, Mrs.	MacLaren, J. W. B.	
Boyle, L.	McCabe, F. M.	
Burgess, A. E.	Munroe, W. C.	
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Drake-Brockman	Reing, W.	
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Daly, M.	Reynold, W.	
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Darton, Mrs. F. S.	Samborn, F. G.	
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Fger, O.	Siu Chun	
Eastwood, J. E.	Sin Oon Seng	
Empton, T.	Sheehan, S.	
Finlayson, H. M.	Scheffer, T. F.	
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Fidwell, J. P.	Singh, A.	
Goel, F.	Samuel	
Greig, Miss	Salberg, R.	
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Hamilton, G.	Triantafyllides, T.	
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Herrman, H. V.	Watson, G.	
Hodges, J. R.	Walton, Miss	
Holley, H. D.	Wernedco, G.	
Harvey, P. I.	Woods, Dr. A. H.	
Halkin, D. J.	Webster, D. W.	
Hall, H. H.	Wilson, H.	
Holyoak, P.	Wickens, H. W.	
Harris, A. C.	Walker, H.	
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Abdul Khan	Mohamed Khan
Allah Deen, I.P.C. 775	Mulla Singh
Abbas Khan	Montero, F. M.
Aful Khan	Massey-Lee, J. H.
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Buchan Singh	Morris, Capt. R. A.
Budha Khan (3)	Nab, J. Mc
Bull, P. Gulvao	Noble, Lt. W.
Brougham, Ed.	Naden, Thomas
Barke, Khan	Nazal Khan
Broomhall, H. R.	Nogueira, M.
Croft, J. (2)	Olbes, F. (2)
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Damelli, Miss F.	Pederson, C.
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Hongkong, 11th December, 1890. [131]

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Hongkong, 30th April, 1900. [141]

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Hongkong, 27th April, 1900. [134]

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LATEST QUOTATIONS.
(March 12th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	353 1/2 premium
The Bank of China	£ 5	Nominal
The Bank of China & Japan, Limited	£ 4	4 1/2
The Bank of China & Japan, Limited (Ordinary)	£ 4	4 1/2
The Bank of China & Japan, Limited (Preferred)	£ 4	4 1/2
National Bank of China, Ltd.	£ 1	55 1/2 buyers
Union Ins. Society of Canton, Ltd.	\$ 50	\$260 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$55 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$118 sales
Canton Ins. Office, Ltd.	\$ 50	\$150
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$291 sales ex
China Fire Ins. Co., Ltd.	\$ 20	\$77 sellers ex
Shipping.		
Hongkong, Canton & Macao Steamboat Co., Limited	\$ 15	\$34 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$116 buyers
China & Manila S.S. Co., Ltd.	\$ 50	\$70 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$48 sellers
China Mutual S.S. Co., Ltd. (Preferred)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 2 1/2	\$7 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£5.50
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$142 sellers
Luzon Sugar Refining Co., Ltd.	\$100	\$40
Mining.		
Panion Mining Co., Ltd.	\$ 8	\$41 buyers
Panion Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fr. 250	\$315 sales
Jebeub Mining and Trading Co., Ltd.	\$ 5	\$51 sales
Raub Altan Gold Mining Co., Ltd.	17s. 10d.	\$433 sales
Oliver Freehold Mines, Ltd. A	\$ 5	\$2.30 sellers
Oliver Freehold Mines, Ltd. B	\$ 5	\$11 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	10 cents
Doors, Wharves and Godowns	\$ 125	65 1/2 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$944 sales
Hongkong & Whampoa Dock Co., Ltd. (Preferred)	\$ 37 1/2	\$63 buyers
Land, Hotels and Buildings.	\$ 64	\$24
China Provisional Land & Mortgage Co., Ltd.	\$ 10	\$71 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$195 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$27 buyers
West Point Building Co., Ltd.	\$ 50	\$49 sales
Hkong Hotel Co., Ltd.	\$ 50	\$123 sales
Oriente Hotel Co., Ltd.	\$ 50	\$80 sales
Humphreys Estate & Finance Co., Ltd.	\$ 10	\$12 1/2
Cotton Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$13 sales
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Lau-ka-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 35
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Gigar Companies.		
Alhambra, Limited	\$500	200 1/2 premium
La Comercial, Ltd.	\$500	80 1/2 premium
Hensons Limited	\$500	100 par sales
La Favorita	\$500	40 1/2 premium
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 sales
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Limited	\$ 10	\$16 1/2 sellers
Watkins, Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 10	\$13 sellers
Hongkong Electric Co., Limited	\$ 5	\$7 sales
Hongkong and China Gas Co., Ltd.	£ 10	\$118 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$17 1/2 ex div.
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
Hkong Ice Co., Ltd.	\$ 25	\$160 sellers
Hkong High Level Tramways Co., Ltd.	\$100	\$600 buyers
Dairy Farm Co., Ltd.	\$ 5	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Assistant Engineer Agency, Ltd.	£ 1	\$11 buyers
United Asbestos Cement Works Co., Ltd.	\$ 20	\$31 sales
Carmichael & Co., Ltd.	\$ 20	\$31 sales
Tobacco Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5 1/2 sellers
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$5
China Light & Power Co., Ltd.	\$ 20	\$20

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Geisler, Mr. H.	Thomson, Mr. & Mrs.
Leary, Lieut. C.	Whitman, Capt.
Lundholm, Capt.	Xavier, Mr. D.

EXCHANGE.

Hongkong, 12th March.	
ON LONDON, Telegraphic Transfer 1/11 13/16	
Bank Bills, on demand 1/11 13/16	
Credits, 4 months' sight 1/11 13/16	
D'cents, 4 months' sight 1/11 13/16	
ON BERLIN, Bank Bills, on demand 1/11 13/16	
Credits, 4 months' sight 1/11 13/16	
ON NEW YORK, Bank Bills, on demand 1/11 13/16	
Credits, 30 days' sight 1/11 13/16	
ON BOMBAY, Telegraphic Transfer 1/11 13/16	
Private 30 days' sight 1/11 13/16	
ON SINGAPORE, Telegraphic Transfer 1/11 13/16	
Private 30 days' sight 1/11 13/16	
ON YOKOHAMA, Bank Bills, on demand 1/11 13/16	
Credits, 30 days' sight 1/11 13/16	
Sovereigns, Bank's Buying Rate 1/11 13/16	
Gold Leaf 100 touch, per tael 1/11 13/16	
Bar Silver 1/11 13/16	

OPIUM QUOTATIONS.

Hongkong, 12th March.	
New Yama 1/11 13/16	
New Benares 1/11 13/16	
New Malwa 1/11 13/16	
Old Malwa 1/11 13/16	
Persian good quality 1/11 13/16	

2282222 IN PORT.

AGAMENON, British steamer, 4,465, 11th Mar., Singapore 3rd Mar., General.	
AMARA, British steamer, 1,566, 6th Mar., Singapore 3rd Mar., General.	
ANPINO, MARU, Japanese steamer, 1,058, 8th Mar., Singapore 3rd Mar., General.	
BAMBERG, German steamer, 1,418, 12th Mar., Singapore 3rd Mar., General.	
BENLOMOND, British steamer, 1,752, 11th Mar., Singapore 3rd Mar., General.	
HUNTON, 28th Feb., 10th Mar., 11th Mar., 12th Mar., 13th Mar., 14th Mar., 15th Mar., 16th Mar., 17th Mar., 18th Mar., 19th Mar., 20th Mar., 21st Mar., 22nd Mar., 23rd Mar., 24th Mar., 25th Mar., 26th Mar., 27th Mar., 28th Mar., 29th Mar., 30th Mar., 31st Mar.	

BISAGNO, Italian steamer, 1,510, Maganini, 10th Mar., Singapore 3rd Mar., General.	
BUFFALO, American transport, 2,816, Hutchins, 10th Mar., Manila 7th Mar.	
CARKEVER, British steamer, 5,000, London, 9th Mar., Calcutta 25th Feb.	
CHINA, German steamer, 1,113, P. Voss, 23rd Jan., Saigon 18th Feb., Rice—Siemssen & Co.	
CHINGTU, British steamer, 2,260, J.E. Williams, 19th Feb., Sydney via Forts 25th Jan., General—Butterfield & Swire.	
CLAM, British steamer, 1,241, J. Evans, 11th Mar., Singapore 17th Feb. and Palapa 27th, Kerosine—Arnold, Karberg & Co.	
CONCH, British steamer, Abbot, 6th Mar., Balikpapan 23rd Feb., Kerosine—Arnold, Karberg & Co.	
DEUTEROS, German steamer, 1,001, E. Petersen, 7th Mar., Saigon 3rd Mar., Rice—Siemssen & Co.	
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 9th Mar., Saigon 3rd Mar., Rice—Siemssen & Co.	
EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 20th Feb., Vancouver, B.C. 28th Jan., and Shanghai 17th Feb., Ballast and General—C. P. R. Co.	
ESMERALDA, British steamer, 966, G. H. Blaxland, 10th Mar., Manila 8th Mar., General—Siemssen & Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan., 30th Dec., Coal—Mitsui Bussan Kaisha.	
FOON MOON, German steamer, 1,870, Wallis, 3rd Mar., Saigon 26th Feb., Rice—Siemssen & Co.	
GLENOGLE, British steamer, 2,399, W. Frakes, 25th Feb., Shanghai 22nd Feb., General—Dodwell & Co., Ltd.	
HAILAN, French steamer, 377, H. Marlis, 6th Mar., Pakhoi and Hoihow 5th March, General—A. R. Marty.	
HAINAN, German steamer, 648, Clausen, 1st Mar., Chefoo 24th February, General—Siemssen & Co.	
INDEPENDENT, German steamer, 871, A. Hall, 7th Mar., Saigon 3rd Mar., Rice and Flour—Siemssen & Co.	
KELVENDALE, British steamer, 1,021, Bradley, 26th Feb., New York 28th Dec., and Singapore 18th Feb., Kerosine—Standard Oil Co.	
KYOTO MARU, Japanese steamer, 1,640, T. Sakurai, 11th Mar., Moji 5th Mar., Coal—Mitsui Bussan Kaisha.	
LOOSCO, British steamer, 1,020, J. B. Jackson, 7th Mar., Bangkok and Koh-st-chang 27th Feb., Rice—Butterfield & Swire.	
LOVAL, German steamer, 1,237, Lorenzen, 11th Mar., Bangkok 3rd Mar., Rice—Sander, Wieler & Co.	
NUENTUNG, German steamer, 832, C. Gosewisch, 8th Mar., Swatow 7th March, Ballast—Merchens & Co.	
PAKHIO, British steamer, 1,248, C. C. Williams, 11th Mar., Wuhu and Chinkiang 6th Mar., General—Butterfield & Swire.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 13th March—Bangkok 24th Feb., Rice—Butterfield & Swire.	
PHRA CHULACHOM KUAO, British steamer, 1,012, E. E. McLellan, 10th Mar., Bangkok 2nd Mar., Rice—Butterfield & Swire.	
PHRA NANG, German steamer, 1,021, A. S. Calder, 10th Mar., Bangkok 1st Mar., and Swatow 9th, Rice—Melchers & Co.	
PROGRESS, German steamer, 687, P. Brundt, 19th Mar., Saigon 6th Mar., General—Siemssen & Co.	
RATHO, British steamer, 2,795, Nisbet, 5th Mar., Barry 13th Jan., and Singapore 23rd Feb., Coals—Dodwell & Co., Ltd.	
SHANTUNG, British steamer, 916, Quail, 8th Mar., Sourabaya 27th Feb., Sugar—Butterfield & Swire.	
TAI CHEONG, German steamer, 828, H. Ahrens, 7th Mar., Saigon 3rd Mar., Rice—Meyer & Co.	
TAICHOW, German steamer, 800, W. Reher, 9th Mar., Bangkok 2nd Mar., Rice and General—Butterfield & Swire.	
TAIRU, British steamer, 1,459, R. Nelson, 10th Mar., Melbourne 1st February, and Manila 7th Mar., General—Butterfield & Swire.	
TAKSANG, British steamer, 977, Baker, 8th Mar., Bangkok 2nd Mar., Rice—Jardine, Matheson & Co.	
TELEMACHUS, British steamer, 1,369, P. S. Prime, 10th Mar., Saigon 5th Mar., Rice—Nam Wo & Co.	
TETARTOS, German steamer, 1,578, T. Desles, 7th Mar., Saigon 3rd March, Rice—Siemssen & Co.	
TOSI, MARU, Japanese steamer, 3,610, S. J. G. Parsons, 7th Mar., Seattle via Kobe 1st Mar., P. R. Lumber and Shrimp, &c.—Nippon Yusen Kaisha.	

ADOLPH OBRIG, American ship, 1,262, Amey, 19th Dec., New York and June, and Cheloo 13th Dec., Oil—Standard Oil Co.	
DUNDEE, British ship, 1,958, Hemming, 14th Oct., New York 27th June, Kerosine Oil—Standard Oil Co.	
ESMERALDA, American schooner, 130, J. Turner, 7th Mar., Manila 27th Feb., General—Captain.	
FULWOOD, British ship, 1,086, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.	
HOTTIE C. SMITH, American ship, 45, Riley, 24th Feb., Yap 14th Feb., Ballast—Master.	
IRIS, British schooner, 206, Wright, 4th Mar., from Carnarvon, Sandal Wood—Siemssen & Co.	
LOTHAIR, Italian bark, 972, Bozo, 19th Jan., from Calao, Ballast—Order.	
MADAGASCAR, British 4-masted barque, 1,097, A. H. Smith, 4th Mar., from New York, Oil—Standard Oil Co.	
MERCURY, German schooner, 52, Warner, 23rd Feb., Yap 9th Feb., Ballast—Siemssen & Co.	
MOZAMBIQUE, British ship, 2,305, Robert Cleane, 14th Feb., New York 20th Sept., Kerosine—Standard Oil Co.	
NIURLE, British 4-masted bark, 1,262, D. Stevens, 6th Feb., New York 5th Sept., Kerosine Oil—Standard Oil Co.	
PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb., New York 26th June, Oil—Standard Oil Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.	
VALE OF DOON, British bark, 659, J. Peteren, 19th Feb., Rejang 18th Jan., Timber—Sander, Wieler & Co.	
VIMIRIA, British 4-masted bark, 2,232, D. S. Millan, 23rd Jan., New York 23rd Sept., Coal Oil—Order.	

ADMIRAL KORSHIKOFF, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
ADMIRAL NIKHOLSKY, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tientsin.	
ALBATROSS, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.	
BOBROV, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,500 h.p., Captain Dobrovolsky, at Taku.	
DIMITRI, Russian armoured cruiser, 3,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shurin, at Taku.	
GALDAMAR, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.	
GRIMSKY, Russian armoured cruiser, 1,492 tons, twin screw, 18 guns, 2,000 h.p., Capt. Mikhalevsky, at Taku.	

KORSEY, Russian cruiser, 1,200 tons, 9 guns, 1,500 h.p., Capt. Silman, at Taku.	
MAINSKY, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
NAVARIN, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, at Nagasaki.	
NAVYARD, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.	
OLIVANSKY, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Nagasaki.	
PEIROPOLSKY, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.	
RUSSIA, Russian armoured cruiser, 12,000 tons, 12 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.	
ROSTAYNIK, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.	
RURIK, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.	
SILACH, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.	
SISOL VETIKY, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.	
SIVOLCH, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.	
SWEABORG, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.	
VLADIMIR MONOMACH, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.	
VOSTOK, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	
VYADNIK, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.	
ZABIKA, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuriff, at Nagasaki.	

RUSSIAN TORPEDO FLOTILLA.

BORGO, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.	
REVET, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 23 knots.	
UNIV, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Flagship of Vice-Admiral Alexieff.	
Flagship of Rear-Admiral F. V. Dubossouff.	